

JOINT  
SOCIETIES  
MEETING  
FEB. 7

G.W.U. ENGINEERS MONTHLY



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VOL. IV NO. 2

WASHINGTON, D.C.

FEBRUARY, 1945

# MECHELECIU

## TECHNICAL MEETING REPLACES MIXER

### ENGINEERS' BALL

DATE AND PLACE SET  
BY ENGINEERS COUNCIL  
MARCH 10      WARDMAN PARK HOTEL

All Engineers are asked to set aside the evening of March 10 for the purpose of enjoying three hours of pleasure. The entire University is invited to attend, but it is expected that all of the Engineers will put forth every effort to be there.

The grand soiree will take place in the Continental Room of the Wardman Park Hotel and Roy May and his Orchestra have promised to send the solid jive, smooth sentimentals and whirling waltzes between 10 p.m. and 1 a.m.

The tickets, which will go on sale soon, will cost \$2.40 (including tax). The dress is semi-formal, which means that the fellows wear white shirts while their best gals sport corsages on their favorite evening gowns.

Remember! Reserve March 10 for the Engineers' Ball.

### AUTOMOTIVE ENGINEER TO SPEAK FEB. 7

The Engineers' Council is experimenting this winter term in substituting a technical meeting for the usual Mixer. On February 7 at 8:30 p.m. an outstanding engineer of the automotive industry will speak to the combined engineering societies. The speaker's name is unknown to the MECHELECIU, but the Automotive Council for War Production promises someone that will be able to discuss intelligently all phases of land transportation.

His talk will include a survey of present difficulties of the automotive industry, what the post-war world will face in regards to land transportation and what problems confront the road builder of the future.

It is believed that all engineers will benefit from this meeting and a heavy attendance is expected. The meeting, which is sponsored by the A.I.E.E., will be concluded with the serving of refreshments.

The place and speaker's name will be announced at a later date. Watch the bulletin boards.

ANNUAL

### ENGINEERS' BALL

MARCH 10

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(The Editors are pleased to present  
this thought-provoking article submitted by  
Professor Walther.)

#### GRADUATE STUDY AND THE SCHOOL OF ENGINEERING

(by Professor Carl Hugo Walther,  
Ass't to the Dean, Acting Executive  
Officer of Civil Engineering Dept.)



You have asked me to set forth some of my views on the possibilities for graduate study in engineering at the George Washington University. I am grateful for the opportunity, as this is a subject which is close to my heart.

For the past year, since we were told that the University wanted us to develop plans for offering graduate work in

engineering, all of the members of the faculty of the School of Engineering have been doing a great deal of thinking about the form that this work should take. I believe I can say that all our ideas are crystallizing in one common pattern, both with regard to graduate study and the undergraduate work which serves as its base.

The engineering schools of the United States have reached a time in their development when they must take stock of themselves. Nearly all schools are taking a sort of inventory preparatory to deciding on their course of action after the end of the great war in which we are now engaged. Speaking very roughly and perhaps oversimplifying the problems, these inventories all appear about like this: Engineering has become so complex a

(contd. in next column)

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field of work that it is no longer possible for schools to teach in four years all of the things an engineer needs to know for the practice of his profession. For it is an accepted fact that to be a really professional engineer a man must know not only more of the techniques of engineering than are taught in a four year course, but must also have knowledge of those principles of the social sciences and the humanities which will enable him to perceive and to take his place in the society he has had so much part in moulding.

We cannot go in two directions at once. Therefore we must choose one of the following courses for our future development. Either we must expand our curricula in engineering to five or six years for a bachelor's degree, or we must keep a four-year undergraduate degree by cutting out the less essential parts of our present curricula to make room for the fundamental things every engineer must know. In this case we will count on the many men who want to proceed further in their academic work continuing their training in one or two years of graduate study. The latter course of action appears better for our own particular School, in the opinion of practically all of the members of the Faculty.

Following this course farther we arrive at a plan (a blueprint, if you like) for the development of graduate and undergraduate schools which will be closely related parts of a whole. The undergraduate school will teach four years of those fundamental courses in engineering, the sciences and the humanities which every engineer must know. Probably the first two-and-a-half or three years will be identical for all courses, and similar to our present basic curriculum. In the fourth year specialization will begin and in particular the effort will be made to bring all of the earlier studies into their proper relationships to the practice of engineering. Then in the graduate years, qualified students will be permitted to study more specialized courses and required to perform independent work of high quality in their fields of special interest.

NOW A WORD OF CAUTION IS IN ORDER. ALL THIS PLANNING TAKES TIME AND EFFORT. NO HALF-THOUGHT-OUT SCHEME HAS ANY CHANCE FOR ENDURING SUCCESS, AND NO ONE SHOULD KNOW THIS BETTER THAN A GROUP OF ENGINEERS. IT'S A MISTAKE TO ASSUME THAT ONE CREATES A GRADUATE

(contd. on next page)

SCHOOL BY MERELY LISTING AN IMPOSING GROUP OF COURSES IN A CATALOGUE, WITHOUT BEING PREPARED AND EQUIPPED TO OFFER TRAINING OF THE VERY HIGHEST QUALITY. TO OFFER STUDENTS ANY PROGRAM OF EDUCATION WHICH IS ONLY HALF-THOUGHT-OUT IS TO CHEAT THEM JUST AS SURELY AS IF YOU SOLD GILDED BRICKS FOR PURE GOLD. THEREFORE DO NOT TRY TO HUSH OUR GRADUATE SCHOOL INTO EXISTENCE TOO SOON. "IT IS BETTER TO BE SOLID THAN SORRY" MIGHT WELL BE ADOPTED AS YOUR MOTTO IN THIS PROJECT.

These things are necessary for this graduate school or ours, as indeed they are necessary for any school. The first is at least a minimum of physical equipment: adequate instruments and machines in well-planned laboratories. The second, and probably the most important, is a Faculty: chosen men in their special fields---and enough of them to do the job as they would like to do it. The third requirement is not least in importance. It is a picked body of students, whose enthusiasm for study matches that of their teachers and thus enables them to achieve permanent success in their joint efforts.

A beginning, a nucleus, of this third thing exists already in the School of Engineering. We are fortunate in our student body. I wish to thank all of our students for their support of and enthusiasm for a graduate program. We of the Faculty are doing everything that we can to justify their confidence and bring the plans for graduate courses to an early fruition.

(Editor's note: More on this subject, in connection with the Electrical Engineering department, will appear in the next issue.)

#### ENGINEERING SCHOLARSHIPS

It has come to our attention upon good authority that the University awards scholarships to neighboring High schools in this vicinity each year. But these scholarships do not include the Engineering School. Why is this? Why discriminate? The Engineering School needs more scholarships.

#### Theta Tau

Theta Tau, in the course of the last few weeks has pledged several men as prospective members to be initiated during the initiation, banquet and dance at the Roger Smith Hotel, March 17. These men were Arnold Knonstadt, Randolph Gerean, Miklofsky, Stuart Beaton, Bary Kreisberg, Earl Pritchett, Gerard Jetton and Felix Geissler.

# SOCIETY SLANTS

#### A.S.C.E.

At the last A.S.C.E. meeting, Mr. Ralph E. Fuhrman spoke and showed a film depicting the activities of the sewage disposal plant at Blue Plains. Those members of the Engineering School who work at the Naval Research Laboratory are quite aware of the presence of this plant. Their chief complaint is - "Why must the plant operate when the wind blows from the south?" or - "If the plant can't stop work, when the wind shifts, why can't the odors be deodorized before being wafted into the atmosphere?" Anyway, the E.E.'s appreciate the fact that the C.E.'s enjoyed Mr. Fuhrman's talk.

#### A.I.E.E.

In accordance with the plan of presenting the overall picture of transportation in relation to Electrical Engineering, the A.I.E.E. was pleased to hear a talk by Dr. A. F. Johnson, Professor of Mechanical Engineering on the Merchantman and Electricity. Dr. Johnson, who is experienced with all phases of shipbuilding, pointed out the lethargy of shipbuilders when it comes to innovations in their art. For instance A.C. came to ships long after it was universally accepted on land. Now that D.C. is being used more and more, the constructors of marine craft are going deeper and deeper into A.C. Chairman, Al Barzuck presided and Fred Holcomb, Program Chairman, introduced the speaker.

#### A.S.M.E.

The guest speaker at the last meeting of the A.S.M.E. was Mr. Elmer Briggs, Jr. from the C.A.A. Mr. Briggs' subject was "The Non-military Aircraft Engine", which covered such topics as fuel injection assemblies, fuel and air control, types of planes, present and projected future of the jet propelled plane and helicopter. The lecture was accompanied with illustrated slides from the Continental Aircraft Co. The January issue of Mechanical Engineering is now available at Professor Cruickshanks' office.

# ENGINEERS and PEOPLE



George Pida (rhymes with Ida), a pillar of the E. E. department, was born a long time ago in Arnold, Penna. He attended school in McCaully and Sutton Hills, Deerfield Township, Warren County, Penna. (Whew!). The famous high school in Tidicote (famous in Tidicote, 50 miles from Erie) is George's Alma Mater.

Pida drifted to D. C. in 1931, enrolled in Bliss Electrical School, and followed that up with a session at a business college. GW became George's source of annoyance in 1935 and has been with him ever since. He says he really labored the first four years.

However hard he worked, George always found time to be the Engineering School's Man Friday. He is a member of the Engineer's Council, Treasurer of Theta Tau and past-chairman of A.I.E.E. The Naval Research Lab claims George eight hours a day for usually seven days a week.

George tied the holy knot with Jo Drinkwine in 1942 and one of the results of this union is Ellen Mary, a 22-month old bundle of charm.

Anything that's not poisonous and still liquid is George's favorite drink. His favorite hour is around 6:30 a.m., when the telephone rings and it's time to go to work. Nope, he doesn't trust the alarm clock. George expects to graduate ---.

# PRIMROSE PAGE

Love is like an onion  
You taste it with delight,  
And when it's gone you wonder  
What ever made you bite.

Ned Schreiner

Army Eye Doc: "Can you see anything without your glasses?"

Ned: "With no glasses, I can't even hear."

"Tell me honestly," she said, "have you kissed other girls?"

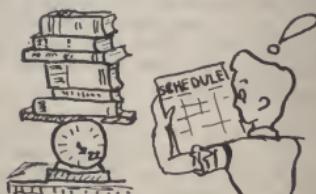
He hesitated, then spoke: "There's no use lying--of course I have."

"Then go ahead," she said, "I just didn't want you experimenting on me."

Last night I held a lovely hand  
A hand so soft and neat,  
I thought my heart would burst with joy,  
So wildly did it beat.  
No other hand unto my heart  
Could greater solace bring  
Than the dear hand I held last night---  
Four aces and a king.

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